

PUBLIC TRANSPORTATION FUND

Transportation services in Loudoun County are in a transitional phase. In the past, transportation at the local level consisted primarily of working with the Virginia Department of Transportation on revising the Six-Year Plan and reviewing land development applications to determine whether improvements to nearby arterials were necessary and whether sufficient provision had been made for projected traffic volume and safety. Most road improvements were designed and constructed by the State or developers. Little emphasis was placed on transit, aside from commuting assistance for residents working in Washington and the inner suburbs, and on-demand paratransit services for residents unable to drive a car.

The rapid suburbanization of the County is resulting in substantial changes to these dynamics. The State has fallen increasingly behind in providing road improvements that serve the County's accelerating needs. The future implementation of the Dulles Corridor Rapid Transit Project, expansion of County transit services and the regional park and ride lot system indicate that the County's role in funding and providing transit will grow considerably in the near future. In addition, the trend toward the County implementing transportation improvements in advance of VDOT funding is likely to continue and accelerate over the next several years.

The Proposed Capital Improvement Program includes funding to provide Loudoun's share of construction costs associated with Phase 2 of the Dulles Corridor Rapid Transit project, which would implement Metrorail service first to Wiehle Avenue in Fairfax County in Phase 1 and to Route 772 in Loudoun County in Phase 2. A complete description of the Dulles Transit Project may be found on page 609 of the Capital Improvement Program. It is anticipated that operating expenses will require a complete dedication of Gasoline Tax revenue by the first full year of Phase 2 operations in FY 15. In FY 02, the Board established the Public Transportation Special Revenue Fund to provide the resources necessary to continue County support for organizations currently receiving Gasoline Tax subsidies and to serve as the clearinghouse for debt service payments on County-funded transit and transportation projects.

Initial appropriations to the Fund were made with the designation of \$500,000 in BPOL revenue and \$750,000 from the Local Gasoline Tax Fund. Following the adoption of the FY 02 budget, the Board appropriated \$372,080 to complete two road bond default projects and appropriated an additional \$877,920 from the Local Gasoline Tax Fund in FY 03 and \$195,000 in FY 04 for the Dulles Corridor Transit project. The transition of Dulles rail to a two-phase approach means that the County is unlikely to have obligations toward the project before FY 09. The Adopted FY 05/06 Fiscal Plan for the Local Gasoline Tax Fund included annual allocations of \$300,000 to be directed toward future transportation needs. The Transportation Committee voted to recommend the Board of Supervisors defer the scheduled FY 06 contribution during its deliberations on the FY 06 Gasoline Tax Fund budget.

| PUBLIC TRANSPORTATION FUND – FY 02-06 SPENDING PLAN | | | | | |
|---|--------------------|--------------------|------------------|------------------|------------|
| | FY 02 | FY 03 | FY 04 | FY 05 | FY 06 |
| Revenue | | | | | |
| General Fund Transfer (BPOL) | \$500,000 | \$0 | \$195,000 | \$0 | \$0 |
| Gas Tax Transfer | \$750,000 | \$827,080 | \$0 | \$300,000 | \$0 |
| Fund Balance | \$0 | \$877,920 | \$0 | \$0 | \$0 |
| TOTAL | \$1,250,000 | \$1,705,000 | \$195,000 | \$300,000 | \$0 |
| Expenditures | \$372,080 | \$1,705,000 | \$195,000 | \$0 | \$0 |
| Surplus/Deficit | \$877,920 | \$0 | \$0 | \$300,000 | \$300,000 |